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# Palmetto AVIATION

Volume 36, Number 11

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STATE DOCUMENTS

## Florence gets radar equipment

Florence controllers Frederick G. Godsey (left) and Dennis Wallace monitor traffic on the tower radar displays as local controller Steven Bohannon looks on. The radar was installed this summer and training began Sept. 24. See story, page 6. (Aeronautics Commission Photo)



**WILBUR E. SMITH**  
Transportation Consultant

## Wilbur Smith to keynote S.C. Airports Conference

*Conference agenda, Page 2*

Wilbur S. Smith, an internationally-known consultant in the field of transportation planning and engineering, will be the keynote speaker at the Eighth Annual S.C. Airports Conference this month at Hilton Head.

Smith, consultant to the Administrator, National Aeronautics and Space Agency (NASA), will address the conference on "Transportation in Space."

As a consultant to NASA, Smith will be developing recommendations for the agency's commercial use of space and its technology utilization efforts.

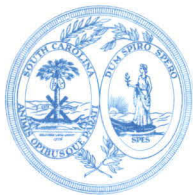
The conference will be held Nov. 13-15 at the Marriott's Hilton Head Resort. Registration is \$55 per person.

Motel reservations can be made by calling the Marriott at 803/842-2400.

This year's conference has a varied agenda with a number of topics which should appeal to airport sponsors, FBOs, managers, consultants and others involved in the management and development of airports. Check the conference agenda on page 2. The general theme of the 1985 conference is "Airport Protection and Enhancement."

A block of rooms has been reserved at \$45 per night, single or double occupancy and that rate will extend through the weekend for those who would like to stay and enjoy the scenic beauty of Hilton Head.





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Conference Agenda

### Eighth Annual South Carolina Airports Conference

#### Marriott's Hilton Head Resort

#### Hilton Head, South Carolina

#### November 13-15, 1985

##### WEDNESDAY, November 13

3:00 p.m. - 5:30 p.m.  
6:00 p.m. - 7:30 p.m.

Registration Foyer  
Reception Salon D  
(Dinner on your own)

##### THURSDAY, November 14

9:00 a.m. - 12:00 p.m.  
9:00 a.m. - 9:15 a.m.

Registration Foyer  
Welcoming Remarks Salon D  
Presiding: John W. Hamilton  
Director, South Carolina Aeronautics Commission  
Columbia, South Carolina  
Speaker: Honorable James M. Waddell, Jr.  
South Carolina State Senate  
Columbia, South Carolina

9:15 a.m. - 9:45 a.m.

Public Relations for your Airport  
Presiding: Wayne Corley, P.E.  
State Airport Engineer  
South Carolina Aeronautics Commission  
Columbia, South Carolina  
Speaker: Kenneth Medley  
Regional Representative  
Aircraft Owners & Pilots Association (AOPA)  
Arlington, Virginia

9:45 a.m. - 10:15 a.m.

Recent Legislation for Underground Fuel Storage  
Speaker: Robert D. Wilroy, P.E.  
Chief Environmental Engineer  
Talbert Cox & Associates  
Columbia, South Carolina

10:15 a.m. - 10:30 a.m.  
10:30 a.m. - 11:15 a.m.

Break Foyer  
Airport Leases  
Speakers: Sam Austin  
Manager, Airports District Office  
FAA Southern Region  
Atlanta, Georgia  
Curt Bramblett  
City Planner  
Rock Hill, South Carolina  
Joe Frasher  
Executive Director  
Greenville Airport Commission  
Greenville, South Carolina

11:15 a.m. - 11:45 a.m.

Airport Security and Aviation Theft  
Speaker: Bob Collins  
Director  
International Airport Security & Aviation Theft  
Aircraft Owners & Pilots Association  
Frederick, Maryland

11:45 a.m. - 12:15 p.m.

Airspace:  
Speaker: Leon Harrison  
Manager  
Airspace and Procedures Branch FAA, Southern Region  
Atlanta, Georgia

12:30 p.m. - 2:00 p.m.

Luncheon Salon F, G, H  
Transportation in Space  
Speaker: Wilbur S. Smith  
Consultant to the Administrator  
National Aeronautics & Space Administration

2:00 p.m. - 6:00 p.m.  
6:00 p.m. - 8:00 p.m.

Group Discussions, Exhibit Tour  
Reception Salon E

##### FRIDAY, November 15

9:00 a.m. - 9:30 a.m.

Economic Impact of Aviation in South Carolina  
Salon D

Presiding: Bill Goodwin  
Director, Public Information  
South Carolina Aeronautics Commission  
Speaker: Dr. G. Richard Thompson  
Department of Economics, Clemson University  
Clemson, South Carolina

9:30 a.m. - 10:00 a.m.

Flight Information and Obstructions  
Speaker: Sid Wugalter  
Manager  
Flight Information and Obstructions Branch FAA,  
Washington, D.C.

10:00 a.m. - 10:15 a.m.  
10:15 a.m. - 10:45 a.m.

Break Foyer  
FAA's Airport Improvement Program  
Speaker: Sam Austin  
Manager, Airports District Office  
FAA Southern Region  
Atlanta, Georgia

10:45 a.m. - 11:30 a.m.

South Carolina Airport Development Program  
Speakers: Honorable Olin R. Phillips  
South Carolina House of Representatives  
District 29  
Wayne Corley, P.E.  
State Airport Engineer  
South Carolina Aeronautics Commission

11:30 a.m. - 12:00 p.m.

South Carolina Aeronautics Commission and FAA personnel will be available for questions.





State and local officials break ground at Barnwell Airport for a \$30,000 terminal expansion. From left, T. Eston Marchant, S.C. Adjutant General; Kay Still, President of Barnwell County Chamber of Commerce and Industrial Development Commission; H.F. Trexler Sr., Barnwell County Airport Commission Chairman; Bob Collins, Chairman of Barnwell County Commissioners and Joe Wilder, member of the S.C. Aeronautics Commission. (Aeronautics Commission photo)

## Barnwell begins work on terminal expansion

Construction has begun at Barnwell County Airport on a 1,500 square foot terminal building expansion which will house the county Chamber of Commerce and Industrial Development Commission.

The terminal expansion is part of a state and county funded airport improvement project which includes restoration of the aircraft fuel system and removal of an earth mound which interferes with line-of-sight between the runways.

Airport Commission chairman H.F. Trexler Sr. said the S.C. National Guard, commanded by Adjutant General T. Eston Marchant, agreed to remove the dirt as a training project so that the entire project, including the building, would total no more than \$50,000. The project is funded with a \$25,000 grant from the S. C. Aeronautics Commission plus a \$25,000 match from Barnwell County.

The terminal addition is expected to cost some \$30,000. When finished, the building will house the Barnwell County

Chamber of Commerce and Industrial Development Commission. Executive director Steve Wright will be the airport manager.

Trexler said the parachute club which formerly occupied the terminal building will be moved to a rebuilt quonset hangar on the airport and Jack Woodward, a local aerial applicator, will occupy the northern hangar and five acres of land.

He said there are presently two flight instructors operating off the airport. The fuel pumps have been rebuilt and new filters and hoses have been installed.

Airport Commission members are Trexler, John Boney, secretary; Frankie Peters, land management; Dr. H. Gilcrist, Hangar and rent director; Bobby Frieson, director of fuel service and jumpers and Wendell Gibson, Jack Woodward and Joe Wilder, advisors.

Trexler said County Supervisor Richard Hunter also sits on the commission and helps execute the work.

### Breakfast Club



The annual election of officers, was postponed from the Oct. 20 Orangeburg meeting until this month. We will list the officers elected in next month's newsletter.

**Nov. 17** Laurens County, Laurens

**Dec. 1** Walterboro, Municipal, Walterboro

**Dec. 15** Lancaster County, Lancaster

Breakfast club members normally arrive between 9 and 9:30 a.m. Breakfast starts at 10 and is usually over by 11 a.m.

## Enthusiasm high despite weather at EAA fly-in

Poor weather at Camden kept the number of aircraft down at the EAA annual fall fly-in last month, but many drove in to socialize and attend the banquet in spite of the weather.

Airport manager Bill Hawkins said 140 aircraft managed to get into the airport for this year's fly-in.

"Friday arrivals were brisk and by nightfall there were 60 aircraft on the ramp," he said. He said the early bird party at the Holiday Inn was "packed" and many enjoyed the vintage aviation movies.

By 9 a.m. Saturday, Hawkins said low ceilings and poor visibility closed the airport and stopped local flying. But many drove in, and a record 245 persons attended the awards banquet Saturday evening and heard OX-5 member Max Freeman's humorous talk.

On Sunday, Hawkins said, VFR weather brought a surge of planes that couldn't get in Saturday as well as the S.C. Breakfast Club which flew in to see the show aircraft. EAA Chapter 242 served breakfast on the field.



**C-97C**

**Below, Alan Shepard's space suit.**



## ***Florence air museum enjoyed by thousands***

The Florence Air and Missile Museum, located on U.S. 301 at the Florence Airport, is a unique facility featuring a variety of aircraft, aviation and space exhibits.

Opened in 1963 with three exhibits, the museum now has more than 38 aircraft, missiles and rockets on display. Visitors traveling 301 are often surprised to see a 98 foot Titan ICBM and many do a double-take when they spot the hulk of a giant C-124 Globemaster, both of which are prominently displayed on the site.

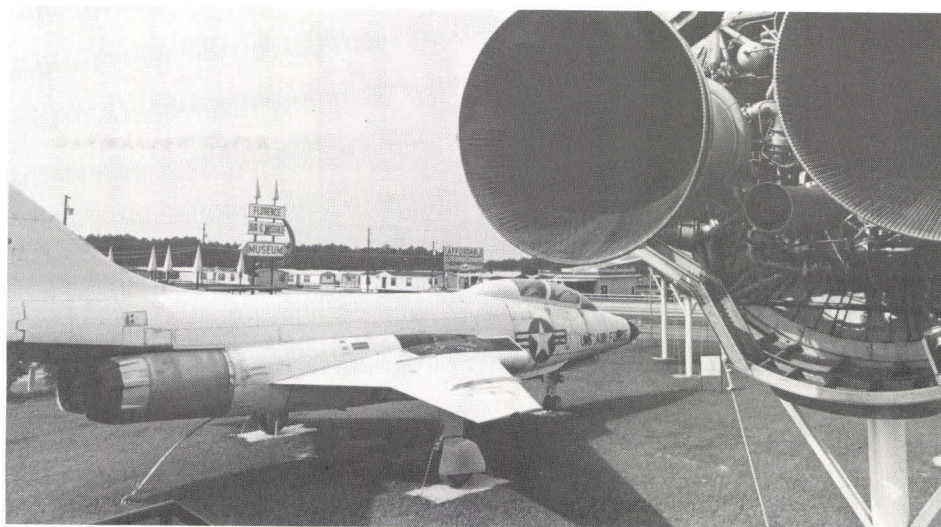
Inside the museum are a number of exhibits ranging from World War I aviation to equipment, instruments and computers used in the Mercury, Gemini and Apollo space programs.

Museum director T.C. Griffin said the museum is open daily from 9 a.m. till dark. For more information, call 665-5118.





SCANG F-102



F-101 Voodoo  
Below, B-47 bomber





## Florence Airport going on-line with full radar approach service

The Florence Airport, which has been without radar service for years, is going on line this month as a fully certified radar approach facility offering radar services to arrivals, departures and enroute aircraft.

Euford Hyman, ATC area manager and Herb Fengl, area supervisor, are presently working to get all Florence controllers qualified on the new equipment and radar separation standards. The men have been training since Sept. 26.

Fengl said the facility should be fully certified Nov. 24. Once functioning, Fengl said the facility would fill the "radar hole" that has existed between Myrtle Beach and Shaw AFB in the north-eastern part of the state.

He said the new radar--a state of the

art ASR-8 system--was pushed hard by Sen. Strom Thurmond.

Construction will begin the first of the year on a Terminal Radar Approach Control (TRACON) building near the base of the tower. Fengl said the TRACON is tentatively scheduled to become operational in September, 1986. Until then, controllers will use the brite daylight displays in the tower cab.

Since the addition of radar service, Fengl said the Florence radar service area has been separated into north and south sectors. A new frequency--135.25--has been added for the southern sector.

Pilots inbound to Florence can now take advantage of radar vectors to the airport, vectors to the ILS, VOR and NDB approaches.

## grant approved for Hartsville

The South Carolina Aeronautics Commission has approved \$7,424.00 for improvement of the airport lighting system at the Hartsville Municipal Airport. The grant will serve as the state match for local funding with the Federal Aviation Administration picking up the majority of the cost (\$71,000) for a total estimated project cost of \$85,848.

This project is part of an overall airport upgrade, which consists of installing a new Medium Intensity Lighting System, Rotating Beacon, Precision Approach Path Indicator (PAPI) and rehabilitating the existing wind cone. The existing low intensity system has deteriorated to the point where it is plagued by outages and requires frequent maintenance. The lighting project comes on the tail of a pavement rehabilitation project which was completed last year.

## Aircraft manufacturer design negligent despite initial FAA certification

By H.M. Burwell

In 1974, an experimental pilot took three prospective buyers for a demonstration flight in a Travel Air twin engine aircraft manufactured by Beech Aircraft Corporation. After takeoff, the aircraft made two right turns into traffic at 800 feet. Suddenly it veered left and went into a spin which ended in a crash killing everyone on board.

The accident investigation disclosed that the pilot had turned off the left fuel selector, shut down the left engine and feathered the prop. The landing gear was in down position, the wing flaps were partially or all the way down, and the thermostatic valve in the left engine was broken.

Lawsuits were filed against Beech asserting various negligence theories on the grounds of non-compliance with FAA safety regulations. Violations charged included allegations of Beech's failure to meet FAA safety standards for single engine stalls, single engine climb rate, spin characteristics and stall warning lights. Beech defended on the grounds of pilot error and that the FAA certified the design by type certification of the aircraft in 1954 as complying with ap-

plicable safety regulations. Beech further argues that the jury should not have given instructions to the effect that Beech was negligent if the Travel Air did not meet FAA safety regulations.

The issue facing the court was whether the plaintiff should be allowed to apply state tort law of negligence against manufacturers for defective design of aircraft despite the fact that federal law may have completely occupied the field of regulation of aircraft safety and certification. In effect, the legal dispute was over whether the jury might be allowed to consider if the initial FAA decision to type certify the aircraft as a safe design was a satisfactory determination.

While examining this question, the court noted that defendant Beech was authorized by the FAA under the "delegation option" to perform the tests and inspections required for type certification of the aircraft. Under the delegation option, a manufacturer notifies the FAA whether the aircraft meets appropriate safety regulations. Since the goal of the FAA regulations is to protect the public, the court reasoned that permitting a jury to consider whether the aircraft design initially complies with FAA

standards would promote safety without undue interference in the federal regulatory scheme.

Therefore, the court decided that although an aircraft may be certified as having a design that conforms to FAA safety regulations, the state courts of California shall be permitted to review that process. If negligence is involved in the FAA certification of the design, an injured person shall be permitted to sue the manufacturer for injuries attributable to the design. This decision could have far reaching effects on the industry and the use of the delegation option. *Elsworth v. Beech Aircraft*, 18 Avi 18,562 (1984).

*Mr. Burwell is a member of the law firm of Barringer, Allen, Pinnix & Burwell located in Greenville, S.C.*







## CAP wing staff attends conference

Six members of the wing staff, S. C. Civil Air Patrol, attended the annual National CAP Conference held in New Orleans Oct. 3-6. From left are Lt. Col. Harold G. Bueneman, director of operations; Maj. Amanda B. Anderson, director of cadet program; Capt. William A. Walls, director of logistics; Lt. Col. Clifford W. Morrisett, chief of staff; Col. William E. Hobson, commander and Col. Douglas T. Abercrombie, deputy commander. (Aeronautics Commission photo).

## CAP members take part in ground training drill

### By 2 LT Delores Rucker, CAP

The South Carolina USAF Reserves which are assigned to the Civil Air Patrol hosted a ground team training exercise at the Marion County Airport on 27-29 September, 1985.

Both S.C. cadets and senior members participated in the training which included: staffing a mission center, coordinating a ground team search, an aerial search for a downed aircraft, a ground team search for an emergency locator transmitter (ELT), and moral leadership.

Classes were also held on the actual requirements for a mission including: mission control operations, ELT search procedures, ground team operations and field/outdoor living techniques. Special classes were also given by the local fire departments, the emergency medical services and the Marion County Disaster Preparedness Agency. These classes included basic fire fighting, forcible entry tools, basic first aid and basic rescue training.

Part of the training was the actual tramping through the heavy underbrush

in parallel search patterns looking for the downed aircraft by homing on the hidden ELT. Volunteers from the EMS department played the victims of the aircraft accident and cadets got to practice first aid procedures that were given in the classroom instruction. Orientation flights were also given to the members to show how a search is conducted and how to spot accident signs from the air.

Participants felt the entire exercise was very realistic. The cadets and seniors stayed in tents and the meals were prepared by the Darlington CAP Squadron mobile kitchen.

Another exercise is planned for the spring. Please contact the S. C. Liaison Office, 751-4218, for more information if you would like to attend.

The CAP would like to thank Walter D. Byrd, Manager of the Marion County Airport, for his gracious hospitality in allowing the use of the facilities and grounds and Mr. Courie from the Marion County Disaster Preparedness Agency for his part in coordinating with local agencies to make the exercise a success.

## Veteran pilot, Art Scholl, killed in crash

Art Scholl, a veteran airshow and movie stunt pilot, was killed Sept. 16 in Palomar, CA when he apparently was unable to recover from an inverted flat spin in his Pitts Special biplane.

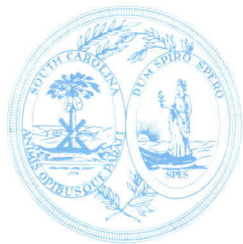
Scholl was flying a sequence for the Paramount movie "Top Gun" about five miles off shore of Palomar when he radioed to his crew that he "had a problem." Moments later, he radioed again that he "had a real problem." His crew, circling the area in another airplane, did not actually see the Pitts hit the ocean, apparently because the airplane descended through a thin cloud layer.

When they arrived over the crash site, only a few pieces of wreckage were visible on the surface. No sign of Scholl was found. Scholl, 53, was known on the airshow circuit as the "flying professor" because he held a PhD in aeronautics. He was very active as a pilot for Hollywood as well. Scholl held every pilot certificate in the book, and was a licensed airframe and powerplant mechanic.

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For every death in an airplane crash, 97 die in motor vehicle crashes, according to information furnished the S.C. Department of Highways and Public Transportation.





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## Liability costs stifle innovation, AOPA says

FREDERICK, MD -- Product liability concerns are a major barrier to technological innovation, the Aircraft Owners and Pilots Association told a U.S. Congressional subcommittee last month.

"We have noticed a very slow introduction of new technologies into general aviation airframes and engines," AOPA General Counsel, John S. Yodice, told the House subcommittee on Transportation, Aviation and Materials. "Product liability costs are clearly stifling technological innovation in aviation, particularly in the light end of the market."

Yodice told the congressmen that in the last ten years aircraft prices have risen

almost twice as fast as the consumer price index. "Between 1974 and 1984, the CPI rose 123 percent, while the average list price of a single engine, fixed gear airplane rose 257 percent," he said. "These rising costs have put the purchase of new aircraft out of the reach of many of our members."

AOPA members own approximately two-thirds of the active general aviation aircraft in the United States and do about seventy-five percent of the flying, according to AOPA's Yodice. "From the great deal of correspondence we receive from our members it is clear to us that we have interests on both sides of this debate," testified Yodice.

## *New sectional aero charts now available*

**For all you pilots who have waited years for a new state sectional aeronautical chart, your wait is over! The charts are in.**

**The charts are available by calling the aeronautics Commission at 758-2766. One chart per person, please. Larger quantities are available for flying clubs and groups.**

**FBOs will be supplied charts for their customers as the staff visits their particular airport. However, if you desperately need charts, call us and we'll send some out.**

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